RAILWAY INTERESTS.

THE NEW-YORK AND NEW-ENGLAND.

COSTLY REPAIRS MAKE A DEFICIT-ERIE'S SCHEME FOR A LEASE, Boston, Nov. 28.-The annual report of the New-York and New-England Railroad Company for the rear ending September 30 shows a deficit of \$631,605 upon the operations of the year, in comparison with the surplus of \$97,000 the year previous. Gross earnings, not including those of the Norwich and Worcester road, \$3,568,653; operating expenses, \$3,018,616; fixed charges, \$1,186,789, most of which is made up of taxes and the interest on various issues of bonds and certificates, \$74,343 being paid for the rent of other roads. The earnings show an increase over those of last year of 7.41 per cent. This increase is attributed almost en of 7.41 per cent. This increase is a stributed to treight carnings. The total freight tonnage increased 13.99 per cent. The expenses of the company increased 27.72 per cent, caused principally by the inereased business and the repairs made. The increase of \$280,000 in the operating expenses was due to the extraordinary repairs and unusually large taxes. The sum

traordinary repairs and unusually large taxes. The sum of \$1,498,900 was expended for permanent improvements. It is deemed best to sell or transfer the steamer W. J. Hart, now used at Newburg as a transfer toot, to a transfer company, of which the Lake Erie and Western road will take half the stock at par. The double track to Hartford will be completed next July. The company owes for the terminals at South Roston, \$1,256,600. The assets of the road in excess of current thabilities are \$406,085. Of the second mortgage bonds, \$1,258,000 were sold by the Finance Committee, and \$714,000 baye been delivered and paid for to date. The proceeds have been devoted to construction. Finance Committee, and \$714,000 fasts been devoted to and paid for to date. The proceeds have been devoted to construction.

The proposition from the New-York, Lake Eric and Western road to lease the New-York and New-England Western road is to for minety-nine years is submitted. The former road is to for minety-nine years is submitted, the former road is to the latter road alt pay the cost of operation, and pay to the latter road alt pay the cost of operation, and pay to the latter road alt the net earnings that may remain to make good any dether that may occur is one year between the net earnings and the fixed charges, the amount to be taken from the New-York and New-England road has been worked for one year for 35 per cent of the gross receipts; from and after which time the New-York, Lake Eric and Western road shall pay to the New-York, Lake Eric and Western road shall pay to the New-York and New-England road 35 per cent of such gross earnings, out of which the inter company is required to pay all charges other than operating expenses. The directors recommend the favorable consideration of the proposition, which has the earnest approval of the president of the road, and also that it be voied upon at the next meeting of the stockholders.

The president concludes by declining to permit the use of his name as a candidate for director or any other office in the service of the company, this action being taken in the interest of harmony and united action.

THE IOWA POOL TROUBLES. THE DEMANDS OF THE CRICAGO, MILWAUKEE AND

ST. PAUL SATISFIED. CHICAGO, Nov. 28 .- Representatives of the Chicago, Burlington and Quincy, the Chicago and Northwestern, the Chicago, Rock Island and Pacific, the Wabash, St. Louis and Pacific, the Missouri Pacific, and the Chicago, Milwaukee and St. Paul Railroads, com-posing the "Iowa pool," met here to-day to consider the differences which have threatened to disrupt the pool. The representative of the Chicago, Milwaukee and Paul road explained the causes which had induced his line to give notice of its intention to withdraw from the combination, and declared that a leading cause was the refusal of the other roads to admit it to the passenger col. He claimed it to have been the understanding of the Chicago, Milwaukee and St Paul management that when it ran two passenger trains each way daily between

ger pool on equal terms with the other lines. The representatives of the Chicago, Burlington and Oniney and the Chicago and Northwestern results stated that they were willing to admit the Chicago, Milwaukee and St. Paul road to the passenger pool; but the representative of the Chicago, Rock Ishaid and Pacific road declared his intention to oppose the curry of the St. Paul read until certain differences between the Rock Island

Chicago and Omaha it was to be admitted to the passen

read until certain differences between the Rock Island and the St. Paul roads over the passencer traffic to the Nathwest had been settled.

The St. Paul Company also claimed the right to a latter percentage of the Union Pacific road's business organizating at Omaha. The claims of the St. Paul company were considered at length, and the tone of the debate was such as to indicate a willingness to arbitrate the matter in dispute. The St. Paul company extended the date of the nature of its intention to withdraw from the pool to January 1, 1884. The session adjourned to meet on December 13.

REPORT OF THE ELEVATED ROADS.

	ALBANY, Nov. 28.—The following	report n	
	been made to the Railroad Commission by the	e Manbati	H
	Railway for the quarter ending September 3	0, 1883:	ļ,
	Gross carnings. Operating expenses.	879,275	3
	Net earnings from operations	\$613,913	1
	Operating cost, 59 43-100 per cent of earnings. Income from other sources	\$9,485	í
	Gross income from all sources	\$623,399	ž
	Deductions from income are as follows:		
	Interest on N. Y. E. R. R. and Metropolitan Ele- vated bonds and rentals to same companies	\$310,013	
	Taxes Rents		
	Total Net incomes from all sources	\$334,627 \$234,772	1
	GENERAL BALANCE SHEET.		
	Lease of the road and equipment	6,780,600 6,780,810 617,774	2.4
	Real estate	617,774	1

Taxes paid on N. Y. E. S. R. structure LIABILITIES. Capital stock, common Capital stock, preferred. Bonds and wortgages Loans and bills payable Interest and rentals accraced. Due for wages, supplies et-Profit and loss..... \$22,183,860 67 Second Avenue Railroad Company's statement for the same quarter is as follows:

.\$110,398 45 300.00 Deductions from income are as follows: Interest on funded debt Taxes Rents Gross income from all sources. Net meome from all sources..... GENERAL BALANCE SHEET. Cost of road and equipment
Supplies on hand
Cash on hand
Sundries 63.077.187.20

Capital stock Funded debt—
Louis, tolis payable and mortgage on real es-Interest on funded debt, due and accrued 204.246 46 Prout and loss. \$3,077,187 29

DECISION AGAINST THE TRUNK LINES. THE COMPLAINT OF THE CHAMBER OF COMMERCE

SUSTAINED BY THE RAILROAD COMMISSION. ALBANY, N. Y., Nov. 28 .-- A decision was aunounced to-day by the Board of Railroad Commissioners in the matter of the complaint of the Chamber of Com-merce and others against the trunk lines, alleging discrimination against dry goods shipped to the West. The decision was written by Commissioner O'Donnell, and sustains the complaint against the trunk lines and comberns the whole system of pooling. It recommends the reclassi-fication, from the first class to the third class of bags. brown sheetings, denims, tickings and oil-cloth under ten

feet, in original bales, and recommends a change to class two of domestic prints, bleached goods, canton fiannels, hemp carpeting, crashes, catvas and warp. Commissioners Kernan and Roberts concur in the recom-mendation for a reclassification upon certain specific founds stated, but express no opinion with regard to some of the subjects discussed, as they do not deem such discussion to be necessary to a decision.

beauty, being fitted up in hard woods, plush, bevelled plate glass and raw slik. Coffee and tes as well as boullion and sandwiches are served by the steward.

THE NORFOLK AND WESTERN.

ALEXANDRIA, Va., Nov. 28 .- The Board of Directors of the Norfolk and Western Railroad Company met here to-day. The company has had under consider ation for some time the expediency of building ware-houses, coal piers, etc., upon the property controlled by them at Lambert's Point, Norfolk; also extending their new river division to open up new coal mines, and the building of branch lines into the important mineral district adjacent to its line. The question of making financial provision to enable the company to undertake these works, having been referred to a special committee, the neeting to-day was for the purpose of receiving their report. The committee submitted a statement setting forth the beneficial results of the policy adopted by the com-

pany in building up its local industries, and reporting in favor of the further extensions and improvements that favor of the further extensions and improvements that are now deemed requisite.

In order to secure the necessary means, the committee recommended that the company issue \$2,500,000 improvement and extension bonds secured by a mortgage upon the property, and submitted a proposition to the company from a syndicate of bankers, headed by Drexel & Co., and E. W. Clark & Co., of Philadelphia, for the purchase of the bonds on terms which they recommended should be accepted. The Board uncalmously concurred in the report and recommendations of the committee, the sale of the bonds was confirmed, and the president was authorized to undertake the work of construction and improvement.

THE DANVILLE, OLNEY AND OHIO,

[BY TELEGRAPH TO THE TRIBUNE.] Boston, Nov. 28 .- A meeting of the bondolders of the Danville, Olney and Ohio River Railway, who are opposed to the so-called Ware or Pool plan, was neith Poston to-day. The meeting was called for the purpose of considering a plan of Mr. Austin Corbin, of New-York, which if adopted, it is said, will not require the payment of any mency by the bondholders of the road. Mr. Corbin's suggestions were unanimously accepted, and a committee was appointed to act as agents or attorneys of those present to protect their interests in the bonds and certificates of the road. The committee consists of Austin Corbin, Isaac Fenno, Hales W. Suter, John W. Carter and Charles W. Slivens.

BUSINESS OF THE READING.

PHILADELPHIA, Nov. 28 .- The official stateacut of the business of the Philadelphia and Rending Railroad and Coal and Iron Companies for October was issued this evening. The gross receipts of the Railroad Company were \$3,531,436 21; and expenses, excluding interest and reutal, \$1,630,477 21; leaving net earnings of \$1,900,958 53, being an increase as compared with the corresponding mouth of last year of \$777,407 08.

OUTLOOK FOR BROOKLYN RAPID TRANSIT. Mayor Low sent a letter yesterday to General Q. A. Gillinore president of the Kings County Elevated Railroad Company, in response to an application to the Mayor and Commissioner of City Works for consent to use certain streets and avenues for an elevated railroad structure. The Mayor said that it would be necessary for the company, first of all, to establish the fact that the consent of the majority of the property-owners along the routes mused had been secured, and suggested that a conference should be held with the Corporation Counsel conference should be held with the Corporation Counsel as to the kind and measure of proof desired. The Mayor added that, assuming that the company would establish this fact, he had arranged with Ablerman McCarty, of the Railroad Committee of the Common Coancil, to hear the matter jointly with the committee, and that if the fact of consent was shown this week a day would be promptly named for a first hearing and the matter would be dillegently pursued until a conclusion was reached.

It is believed that the company will go ahead as soon as its right to the use of the streets is made clear, and that by the opening of the summer rapid transit may be provided from the Bridge to the main parts of the city north of Atlanti-cave. The officers of the company are: President, General Quincy A. Gillmore; secretary, Sidney Howard Gay; treasurer, James H. Prothucksun; directors, General Gilhaore, General Joundon, Edward A. Abbott, Harvey Parrington, W. T. McCoun, James O. Saeddon, Samuel Taorne, Henry J. Robinson and Charles C. Einott.

Sheldon, Samuel Tuerne, Henry C. Linott.
C. Linott.
Steps are being taken again, with considerable prospect of success, to scenae the success, considerable for the Brooks. In Elected Enthroat, better known as the Bruf road, which is parity built, but on which work has been stopped since the company went into the hands of receivers.

NAMES USED WITHOUT AUTHORITY.

Articles of incorporation of the Railway hareholders' Association, where purpose was stated to e the collecting and publishing of railroad news, were in d at Albany on Saturday. Officers of some of the principal railroads in the country were named as trustees, out since the approuncement several of them have stated knowledge or consent. President Gowen, of the Philadelphia and Reading Railroad, said of the scheme: "I shall ave nothing whatever to do with it, and shall certainly advise my friends to be extremely cautious in dealing with any association in which the prometers have used my name as an officer without authority." General Horace Porter, president of the New-York, West Shore and Buffalo Railway, whose name was used without anand Buffalo Rallway, whose name was used without au-therity, remarked yesterday on the case with which a company could be incorporated in this State. C. P. Rumington, who has been absent on a true of inspection of the Chesapeake and Ohio for about three weeks, said that he remembered a man by the name of Livingston who called on him some time axo with a scheme of tae kind. "I simply replied that I had no time for new en-terprises," Mr. Huntington said, "because my time was already fully occupied. I know nothing more anout the matter."

It is understood that John Livingston, whose name is sandwiched between those of prominent railread presidents in the list of corperators, is the author of the new company. He has been known in a certain way to railroad men for several years. The president of one company said of him yesterday: "I am told that he would like to find a good thing for which he would not have to put down mach money." Mr. Living-ton's address in this city was not ascertained.

MISCELLANEOUS RAILWAY INTELLIGENCE. LOCKPORT, N Y., Nov. 28.-Commissioners John E. Pound, Hans Wilson and T. T. Fingler to-day handed down a decision in the long-contested Witmer case, in the matter of the claims against the New-Canada Scuthern matter of the claims against the sew-claims as actions as Bridge Company for lands taken for approaches to the new cantilever bridge. The commissioners awarded the estate \$5,500 for the land actually taken for the approaches. The lighest that the company had offered was \$2,500. The estricment is believed to be satisfac-

LOCKPORT, N Y., Nov. 28,-Officers were vesterday recently to build a cultway from Artica to Lechport and Youngstown. Colonel R. S. Stevens is presented. The surveyors will be at work on the proposed route in a day or two.

TROUBLES OF LABORING MEN.

FREIGHT HANDLEES AND COAL MINERS ON STRIKE. New Onleans, Nov. 27 .- The strike of the New Orleans, Nov. 27.—The strike of the railroad freight handlers continues to cause much trouble to the roads. Most of the roads have brought laborers from other points. These the regular hands capture as fast as they arrive, giving them food for a day or two and then enough money to pay their way home. A Texas Pacille official said to-day that the roads would continue to bring laborers from other points and there would be more nen here than the strikes could take care of. The railroad men do not appear to thais that the strike will last band, out the strikers appear firm, and are confident of altimate success.

Percentages, Nov. 27.—Pour hundred miners in Gamble Pirrsause, Nov. 27.-Pour hundred miners in Gamble

and Risher's mines, third pool, struck last evening against the reduction of a quarter of a cent per bushel in the minima rate. The men also object to the free coal they are expected to dig, which passes through an inch and a ball serven.

MISSISSIPPI BIVER IMPROVEMENTS.

St. Louis, Nov. 27.-The Mississippi River Improvement Committee has called a convention for the improvement of the Mississippi River and its the improvement of the Mississiph River and his navigable tributaries, to be held in Washington, on Pebruary 5. The call is addressed to the people of the Mississiph Valley and to communities in hearty sympathy with the objects to be attained. They also cerdinally invite commercial bedies interested in the question of cheap transportation to send delegates to the convention.

BIRDS AT THE LIGHT-HOUSES.

feet, in original bales, and recommends a change to class two of domestic prints, bleached goods, canton famicis, hemp carpeting, crashes, cat was and warp.

Commissioners Kernan and Roberts concarrin the recommendation for a reclassification upon certain specific from stonds stated, but express no opinion with recard to some of the subjects discussed, as they do not deem such discussion to be necessary to a decision.

A PROPOSED NEW ROAD.

DECKERTOWN, N. J., Nov. 28.—A corps of divil engineers arrived in Flatbrookville, Sussex County, this morning, making a survey for a new militoad from the Pelaware Water Gap to a point on the line of the Kew-York, Lake Erfe and Western Railroadcalled Carpenter's Point, where the State lines of Pennsylvania, New-York and New-Jersey come together. The new road will be thirty-seven miles long and will be built by the Delaware, Lackawanna and Western. It will follow the Delaware, Lackawanna and Western. It will follow the Delaware will be no curves except at Flatbrookville, where the original proposed from the recommendation of the pennsylvania Railfued Company's proposed new line fredgit business and, then completed, will be a rival to the Fennsylvania Railfued Company's proposed new line fredgit business and, then completed, will be a rival to the Fennsylvania Railfued Company's proposed new line fredgit business and, then completed, will be a rival to the Fennsylvania Railfued Company's proposed new line fredgit business and, then completed, will be a rival to the Fennsylvania Railfued Company's proposed new line fredgit business and, then completed, will be a rival to the Fennsylvania Railfued Company's proposed new line fredgit business and, then completed, will be a rival to the Fennsylvania Railfued Company's proposed new line fredgit business and, then completed, will be a rival to the Fennsylvania Railfued Company's proposed new line fredgit business and, then completed, will be a rival to the Fennsylvania Railfued Company's proposed new line from Strondshurg to the fir

MR. FEUARDENT'S CRITICISM.

WHY HE ATTACKED GENERAL DI CESNOLA THE BASIS OF VARIOUS ALLEGATIONS-RE-DIRECT EXAMINATION.

A great many ladies were present during the trial of the Feuardent-di Cesnola libel case in the United States Circuit Court yesterday. General McClellan came in before recess and sat with General di Cesnola for a time. The cross-examination of Mr. Fenardent was continued by Mr. Stickney. The statue of Aphrodite and Eros was again referred to. Mr. Feuardent re-asserted that the body was made up of "unrelated fragments." In answer to questions by jurors, he said that the places of neture could not be discovered by chiselling; that a bath was necessary, and that this test had been refused. Mr. Stickney then read extracts from Mr. Cook's pamph-let concerning No. 39, the statue holding a horned head. This is a headless statue. Mr. Feuarient testified that he based his statement that it once possessed a head on the article by Mr. Hitchcock in *Harper's Magazine* of July, 1872. An extract was read showing that the statue described by Mr. Hitchcock was three times the size of life, and the witness testified that No. 39 is about

six feat high. Mr. Fenardent continued: six feet high. Mr. Feuardent continued:
General di Cesnola must have misied Mr. Hitchcock as
to the dimensions. I think I have seen in the Museum
the head that is the original of the wood-cut in the
Harper article. I was undecided between two heads, one
of which has disappeared. I may have been mistaken
when I said that the head illustrated in Harper's has been
exhibited in the Park building. A pamphlet was produced, written and published by

Mr. Feuardent in 1878, in which he described No. 39, commented on the style of the drapery, and advanced the theory that the statue was of a priest of Venus. The witness explained that his position before writing the pamphlet was that of a person who receives a bad banknote. When he suspects its character, he examines it, and not until then. Since he wrote the pamphlet on No. 39 he had examined the statue and found it was the composition of fragments strangers to each other, which he afterward charged. The testimony was then directed to the statement in Mr. Cook's pamehlet, for which Mr. the statement in at Penardent has avowed responsibility, throwing doubt on the genuineness of the Golgoi find, and calling into question the existence of the temple described by General di Cesnola. The pamphlet states that the existence of the temple at Golgoi rests on General di Ceccalde's unsupported assertion. Extracts from Ceccalde and a letter of Mr. Lang's, printed in a note in Ceccalde's publication, were read, showing that General di Cesnola's excavations were within their knowledge, and that Mr. Lang had seen the temple, or rather temples, as he claims. Mr. Feuordent also said that he had seen water-color sketches ardent also said that he had seen was considered by an artist who had been in Cyprus picturing the site of the ancient temple. He sided that he based his assertions that General di Cesnola had bought large portions of his collections from the natives on the report of an archeologist named Richter. He had printed matter of Richter's bearing on this point, but not in court. He charged General di Cesnola with " inventing the fletion of the Colgoi find " by colliding his statements in London and his publications in the Revue Turin, Colvin, Ceccalde, Lang, di Cesnola's "Cyprus," and the article in Harper's. The contract between General di Cesnola and the trusters completing the sale of the collection in London was then read. By its terms £10,000 was the price and £4,000 was to be puld flown and the remainder within two years with interest. The witness and that that he knew nothng of General di Cosnela's representations about the colection, but he meant, when he circulated the statement in print that General di Cesnola had obtained money under false pretences, to say that he had sold false an-

Mr. Newton's book was then read from, to the effect that General di Cosmin's discovery of gold ornaments at Curium was imparableled, and that any discovered night have rested content with this sample achievement. It was adiable that this collection might have enriched the British Museum, but that it had gone to New-York. Mr. Februarient discisumed all inventions to to hope the repeat di Cosmola when he made his publications. He published card No. I to convict the Investigating Committee of a misstatement. Mr. Februarient had previously testified that when he saw the photograph from Washington of the Bones of Representation on the floor of the Rouse of Representation of the Bones of Representation of the Bones of Representation of the Rouse of Representation of the Rouse of Representation of the Said that it appeared by the will be seen that the committee and had subsequently published in the shape of a defamatory card.

Mr. Femardent, in continuing his evidence, said that it appeared by the will be shape of a defamatory card.

Mr. Femardent, in continuing his evidence, said that its motive in making The Art American publication was to be an any stery to the world what femeral di Cosmola was a 4thet, that he doi not care whether or not be won the suit but that he would rum him. The question was ruled out.

Before the restricted examination, General di Cesnola was called to the stand but not aworn, and was a said to the stand out a sould rum.

Before the restricted examination, General di Cesnola was called to the stand but not aworn, and was a pressent to make a present the few and to the first time clapsed to a missistated at the animal Salor e

THE COURT OF APPEALS.

ALBANY, Nov. 28 .- In the Court of Appeals le day the following musiness was done:

No. 244 - cannot S. Blassagt, Beyel L. Johnson and another, administrators. Argufel.

No. 254 - Lamb chell agt Jances. Mulry and another, appel.

desirated states a righted of the second states of the second states of the second states of the second states of the second second states of the second sec UNITED STATES SUPREME COURT.

Washington, Nov. 28 .- The proceedings of he United States Supreme Court to-day were as follows:

ignment concluded, he lith-tredecich P fumptel, et at, appellants, act, the mo and Miscosuppi Paitroof Company, et al. Argument COURT CALENDARS-NOVEMBER 30.

NOTHER MC COURT—CURCITY—FARY I — Refore Lawrence L.
Short cames—See 2164, 2004, 2024, 2024, 2024, 2024, 2024, 2024,
Day calcular—Not 1162, 1154, 2024, 2027, 2026, 2024, 2026, 2027,
Day Calcular—Not 1162, 1154, 2024, 2027, 2027, 2026, 2027, 2027,
1288, 1286, 1275, 1836, 1838,
Scrutter Court—Curcity—Fart III.—Before Van Vorst, J.
—Class etc. No day calcular.
Scrutter article Court—Curcity—Bart III.—Secore Van Vorst, J.
Scrutter article Court—Defore Rallins, S.—Contested will of

E th. Notes calendar. day calendar.
CITY COURT-GENERAL TERM.—Adjourned for the term.

TRUTH IS INDEED MIGHTY.

From The Chicken Tr. bune.

Night eaught me at a cuentry hotel in Westis Kansas. Around the office slove were gathered nebugat from Goorado and Kansas. Along the archinen were swearing cowboys from Texas and en-ted. Englishmen, graduades from Oxford University. In the crowd was the usual Colorado har. I can always stringuish this proteosional Colorado har. He knot a secondar. He knot have rather. He does not wrate wards with every man in a room, but he atts with a scowl on his brow and his cach hat pulled over his eyes. Occasionally he little his as from the burning charstable on the hearth and massessionan remark. When he does speak everybody terms. He has secuething inoportant to say. When I is noticed him he had his eyes on the hearth, but one I was inclined toward an English cancher from Oxford diversity.

rar was inclined toward all English cancher from Oxford University.

"Speaking of socing long distances," remarked the Englishman slowly, "I are often observed while standing on the cities of Dover that I could see clear across the English Channel to Catals, France, and aw—aw—"
"Seventure in rices across, and "I if "Interrupted Colorado 1911, as he brushed up of a hat in front.

"Yes, sir—accented miles."
"Why, that as "t nothin", stranger. You kin see Ewenty-five miles anywhere on this Kansas prairie. But if you want to see a hour distance—it you want to see a

"Why, that ath't bothin', stranger. You kin see itwenty-five miles anywhere on the Xansas pridrie. But if you want to see a long distance—if you want to see a lemidred or two of indies—yo over in Colorado. Why, over in Colorado on a clear day we kin see Pike's Peak 150 miles off. Yos, an' by ginks saiver Bill anys he's stood on the top of Pike's Peak and seen the Missoury River—seen 'em stangthering hogs in Kansas City, an' playin' poker in St. Ja. an'."

"'o'ny, that ain't notaing 'falli' exclaimed a Kaster—skill Mountain Yankee who was dromming for the Methodist Publication Society.

"Tain't!" growied Colorado Bill.
"No, sir. Why, we can stand on the roof of the Kasterskill Mountain House and see—"
"See her North Liver, 'bout twenty miles off,' interrupted Colorado Bill, contemptionsly.
"Praps you kin see the Berkshire Hills, and neebby you kin look over 'em and see Boston an' the 'Lante Coesas of 'repeated Bill tronically and with an idea of exposing to the crowd wint a bungling har the Yankee was."Further'n that 'exclaimed the Yankee. "Betchew five million dollars y' can's,' yeffed Colorado Bill, cramming his shad down into his pocket and hauling out a handrad of nickets and ten-cent pieces.

"Why, stranger," said the Yankee, as he edged himself nearer the door, "on an ordinary day from the Kaater-skill Monnains we can see mor'n fitty million miles, and."

"O you git out, you lying fool!"
"Why, b'gosh, gouldenen, we can see mor'n ninety million miles; we can see clear to the sun, and..."
"Weil, dogon me:" yeiled Colorado Bill, "e' you haint
""""
"Weil, dogon me:" yeiled Colorado Bill, "e' you haint

the first darned 'tenderfoot' who ever backed a Yanket lie agin a Colorado truth and ratified it back to Colorado! BI-METALLIC MONETARY ASSOCIATION.

PROPOSING TO ESTABLISH AN INTERNATIONAL

MONEY STANDARD. The following prospectus and call for an International Bi-metallic Monetary Association, for the establishment of an international money standard, has

establishment of an international money standard, has been issued:

The main object of the association will be the promotion of the stability of values by establishing the free coinage of silver and its use as money, under the same conditions as gold. By advocating and furthering an international agreement, whereby a fixed relative value between gold and silver may be established, and the two metals may jointly form the specie currency of commercial nations; thus facilitating the adjustment of international balances and lessening the excessive and needless risks which have now become attendant on home and foreign trade. Another object will be the promotion of uniformity in the money of the world by the unification of the two metals in the manner above described, and so making them together but a single standard; and by advocating and promoting a further international agreement, whereby a uniformity of coinage in value and kind may be established and thus greatly facilitating exchanges by lessening the needless friction and expense, otherwise unavoidable.

The latter object—uniformity in the currency—was the issue discussed by the International Monetary Conference, and which took place through the invitation of France. The former object—stability of values—or rather the stability of the value of money, and how to secure it, was the issue or issues discussed by the two similar conferences held also in Paris in 1878 and 1881, the one through the invitation of the United States, the other and latest through that of the United States, the other and latest through that of the United States, the other and latest through that of the United States and France Joinily. The first conference was mono-metallic, the other was bineatile.

Aircady, similar associations to the one here proposed have been organized in England, Germany and Belgium, composed of eminent scholars, statesmen and financiers of these respective countries. Our purposes are the same, viz. to help forward the important work so auspictually begin by these g

sociation.
You are specially invited to become a member of the
association. A primary meeting for organization will be
held soon by those who have agreed or consented to join
in its formation. Notice of time and place will be duly
given. Temperary office, 127 Water-st., Room 14, New-

U. S. Grant, Franklin Edson, A. A. Low, Charles L. Tiffany, A. S. Hatch, Henry Clews, selaer, Ethau Allen, C. F. Adams,

Ettan Atlen,
C. F. Adams,
Thomas Jordan,
Walter Carr,
Charles E. Bidwell,
D. G. Croly,
Rafus Hatch,
Clark Hell,
John Thompson,
Parker Handy,
J. W. Sylvester,
Hamilton Fish,
Theodere Hermann,
John N. A. Griswold,
H. Victor Newcomb,
Benjamin Homans,
R. Heber Newton,
W. M. Boucher.
B. Provisional Secretat

W. M. BOUCHER, Provisional Secretary, 127 Water-st., Room 14. AN INFANTILE LOVE SCENE,

The power of love at first sight was forcibly fillustrated yesterday in a Madhson-ave, car. A fine-looking child of about four years entered with its mother and took a seat on her knee, epposite a norse, who was holding one about three years of age. Both were total strangers to each other. After the car had gone nearly maif a mile it was stopped for the lour-year-old and its mother to get out. Without a word having been said, the child suddenly clasped the younger one in its arms and kiesed it iong and lovingly. The cat-driver was waiting patiently, and the mother tried to separate the two, but it was of no use. Some little time clapsed before the arms were unclasped. Not a syllable was spaken. The four-year-old slowly made its way out of the our, and the younger went back to annihilating a large cake without bettaving the slightest enotion. It was not a passionate kips, but approximated more nearly to the Chinese oscalation, which is said to be like a cold that toru had regarded mind drew a red tomothat and been a bast-like a Western congression on the floor of the House of Representatives, but the klessing went on. The younger ladies seemed to antierstand that the reporter innocently hid his face bettind a copy of The American.

during a twelvemouth and exhibited at the animal Salon amonged by his correspondence with General di Cessada. He was asked if he had ever said to M. Guichamville that General di Cessada was a thief, that he did not care whether or not be won the suit, but that he would rain him. The question was a thief, that he did not care whether or not be won the suit, but that he would rain him. The question was ruide out.

Before the re-direct examination, General di Cesnada was called to the stand, but not sworn, and was asked to possines a copy of an account rolled to the president as Loudon and the paper which Mr. Fenerated the islands and the paper which Mr. Fenerated the him powers and he would not, therefore, product the like powers and he would not, therefore, produce the him of the paper which Mr. Fenerated the previous testimony had he had received £1,400 from teneral di Cessada, and that he had doubled the account in response to his request. He compared the items in the lessadar account and the account printed in particular that he had doubled to had the paniphiled, and explained away the discrepancy of £1,400 from teneral di Cessada. His bank book was put in cylicance, showing that on November 15, 1872, he had made a deposit of £1,400 from \$1,400 from \$1,400

MARINE INTELLIGENCE.

MINIATURE ALMANAC. Num crocs, 7 03; sets, 4 34; Moon sets, 4 46; Moon's ag e, ds. 3 HIGH WATER TO-DAY.

A.M. Sandy Hook, 7.07 Gov. Island, 7.02 Hell Gafe, 9-11
P.M. Sandy Hook, 7.28 Gov. Island, 8.09 Hell Gate, 2-58

FOREIGN STEAMERS DUE AT THIS PORT.

Holland	ALLE AND DUNCH AND ADDRESS OF THE PARTY OF T	0.17
Cornwall	Bristol	real Western
before of Touttone	Clumpow	* * * * * * * * * * * * * * * * * * *
The voidily	Carrier War	ADEDU
The service street	A DEWETT	
No. 4204 HARLES	TINKER.	Lichen system
Alleganiero Finnia	Palermo, N. Y. al	nd Mest. Ports
A TARREST AND A PROPERTY AND ADDRESS.	Hayman and Mexico	. Alexandre
A Pharobra	West Indies.	Gulf Ports
Decator Monarch	Landen	Monarci
Theoret Indian	. Lawerman	WY STREET, STREET
Mars 272	Hamburg.	Hamo-Amer
Milk or Physics and	T recognised to	Nationa
Wageland	Antwerp	Red Stu
33.20.30.30.30.30.30.30.30.30.30.30.30.30.30	A STATE OF THE PARTY OF THE PAR	
	THE PROPERTY OF STREET	

SHIPPING NEWS WEDNESDAY, NOV. 28, 1883.

Steamer Minerva (Br), Murton, West Harriepool 21 days,

Steamer Minerva (Br). Murton, West Harilepool 2I days, with make to order, ressel to Simpson, Spance & Young.
Steamer Lesseng eters, Voss, Hamburg Nov 14 and Havre II days, with make and passengers to Kanhardt & Co.
Steamer Alvo (Ir), Williams, Port an Prince Nov 5, Aux Cayes 6, Kingston 9, Greytown 14, and Port Lamon 11 days, with make and passengers to Pin, For voon & Co.
Steamer Alps, Eirl, Senders, St Johns, PR, Oct 30, Agundula Nov 3, Mayagues 6, Penne 8, Humacon 12, Fajarde 13, Kingston 29, Port Antonio 7 days, with nadae and passengers to Pin, Forwood & Co.
Steamer City of San Antonio, Wilson, Pernandina Nov 22, Brunswick Ga, 23, and Port lioyal 24, with make and passengers to III Mailiary & Co.
Steamer Heak water, Jenney, Lewes, Del, with make to Old Dominion 8s Co. Dominion Se Co. no (Port), Nahre, Eoston, in ballast to John-Stramer Arodano (Port), Nahre, Eoston, in ballast to John-son & Lairsbury, Will load for Lisbon. Hark Woodbury, Cox. Cadiz 44 days, with under to order; result for H Smith & Co. Hark Cornwallis of Windsor, NSO, Liverpool 32 days, in bal-last to magner; sinchored at Sandy Hook for orders. Bark Tallsman (of Liverpool), Delano, Anguilia 13 days, Bark Cornwalls of Windsor, NS, Liverpool 32 days, in onlast to major; anchored at Sandy Hook for orders.
Bark Yalisman (of Liverpool), Delano, Anguilla 13 days,
with meds to F G Challoner & Co.
Brig Katabelin, Hayes, Bangor P days, with Inniber to Simp
Son, Clapp & Co. resset to H is Hawson & Co.
Schr T Gregory (Br), Claveland, St John, NB, 12 days,
schr T Gregory (Br), Claveland, St John, NB, 12 days,
with Inniber to Sunpson, Clapp & Co. resset to A T Heney,
schr Hoyal Arcanum, Gould, St John, NB, 10 days, with
Inniber to J S Creed, vessel to F I Nevtins & Son.
Schr Basic Burpes, Whelden, St John, NB, 4 days, with lumber to J S Creed, vessel to Scammell Bros.
Schr Walter I. Planmer, Allon, Port de Paix 17 days, with
log-mod to riugo Kainer & Co; vessel to Miller & Houghton
SUNSET-Windar Sandr Hook, malerate, N; clear, At SUNSET-Wind at Sandy Hook, moderate, N; clear. At City Island, light, SW; clear.

City Island, 1901, 5 W | Cear.

Arrived yesterday—
Steamer Regulator, Doane, Wilmington 3 days, with moise to Wm P C ydo & Co.

Steamer Guyandotte, Kelley, Newport News and West Point, Va, with moise and passengers to Old Dominion Se Co. CLEARED.
Steamer Greece (Br), Pearce, London-F W J Hurst.
Steamer City of Montroui (Br), Lewis, Liverpool via Queens-

Steamers Pavonia, for Liverpool; Greece, London; Canada, Havre; Fulda, Bremen; Allas, Portan Prince; Rio Grande, Gaiveaton; New-York, New-Orleans; City of Palatka, Jacksonville: Delaware, Charleston; Guyandotte, West Point, Va. Ship J W Wondt, for Bremen.

Barks Fortuna, for Oporto; Star of Denmark, London.

Brigs Carmen, for Vera Cruz; Rsing Sun, Barbadoes; Eastern Star, Demerara; Robt Mowe, St Pierre, Martinique.

Also sailed-Via Long Island Sound-Barks Harvard, for Anjier, Java; Abel, Cork; G S Penry, Rosarto. THE MOVEMENTS OF STEAMERS. FOREIGN PORTS.
LONDON, NOV 27-Arrived, steamer Scotland (Br), Lack-

urst, from Montreal, 28th—Arrived, steamer Yorkshire (Br), Arnold, from New-York.

28th-Passed up the Channel-Steamer Pennland (Belg),
Weyer, from New-York Nov 17, on her way to Antwerp.
LiveBroot, Nov 28-Arrived, atcamer Dominion (Br), Dale,
from Montreal Nov 14.

Salled, steamers The Queen (Br), Cochrane, for New-York:
Pennsylvania, Dodge, for Philadelphia,
QUEENSTOWN, Nov 28-Arrived, atcamer Arizona (Br),
Brooks, from New-York Nov 20, on her way to Liverpool (and
proceeded). lied, steamer City of Chicago (Br), Leitch, from Liverpool will. N. Nov 22. Arrived ence for New-York.

MOVILLE, Nov 23—Arrived, steamer Purnessia (Br), Hedder-rick, from New-York Nov 18, on her way to Glasgow (and recorded).

occessed). SOUTHAMPTON, Nov 23—Arrived, steamer Gen Werder (Ger), bristoffers, from New-York Nov 17. on her way to Bremen and proceeded).
Lizani, Nov 28—Passed, steamer Eclipse (Br), Palmer, from Balimore Nov 10, on her way to Leioh.
Bristot, Nov 27—Arrived, steamer Giousester (Br), Peters, RISTOL, Nov 27—Arrived, steamer Storra Lee (Br), Clark, in New-York. I AMBURG, Nov 28—Arrived, steamer Storra Lee (Br), Clark, New-Oricans. New-Oricans. OOA, Nov 25—Arrived, steamer Britannia (Fr), Jauffret,

HALIFAX, Nov 27-Sailed, steamer Durham City (Br), Luna, from London beines for Boston, 28th-Arrived, steamer Sardinian (Br), Dutton Liverpool, DOMESTIC PORTS.

PORTLAND, Nov 28-Arrived steamer Sarnia (Br), Sinclair,

PORTLAND, Nov 28—Arrived, steamer Samia (Br), Sinclair, iterpool.

Bostox, Nov 28—Arrived, steamers Bulgarian (Br), Parry, iterpool; Falmoutit, Larcom, 8t John, N'E.

Cleared, steamers Bavarian (Br), Lazvolo, Liverpool; D H. (Iller, Clark, Baltimore; Spartan, Nickerson, Philadelphia; en Whitney, Hallett, New-York.

Saliod, steamers Berka and Waldenstan.

PBILADELPIDA. Nov 28—Arrived, steamers Battlesnake, diorne, Lyong Ann Elira, Warren, New-York.

Cleared, steamers Zeeland (Belg), Buschmann, Antwerp; lercules, Ritsen, Newburyport; Caduceus (Br), Lark in, Savannah; Guinate (Br), Snow, New-Orleans; D J Foley, Miller, unades; Arles, Goorins, Fall River; Fannie, Grumley, New-ork; Jonawanda, Sherthan, Providence.

BALTIMOUS, Nov 28—Arrived, steamer Wm Woodward, onns. New-York.

Young, New-York, Cleared, steamers America (Ger), Hamelmann, Bremen: J W Garrett, Foster, New-York; Caspian (Br), Thomson, Oranmore Br), Treenery, Liverpoo; Blackstone, Kent, Providence; Wm Lawrence, Hooper, Savannah, CHARLESTON, Nov 28—Cleared, steamer Panama, Sebastopol, Salied, steamer Gulf Stream, New-York, SAVANNAH, Nov 28—Cleared, steamer City of Columbus, Boston. Sailel, steamers Nymphaea, Bremen; Tallahassee, New-York.

THE MONEY MARKET.

SALES AT THE STOCK EXCHANGE. NOVEMBER 28, 1883.

> THE GENERAL LIST. Actual Sales. Closing Bids. O'p'g. H'g't, Low't Final Bid, [Ask d] Sold

	40 000 000	TANKS	W45-W	4.00	direct.	11.00	TO WE ASSESSED.	а
Canada Pacific.	57 %	58	5174	57	57	6714	12,000	ı
Canada South	54.04	55	5474	55	57.74	58	200	ı
Central Pacific.	67	477	667	6076	0.676	67.	1,590	ı
C & O	16	16	16	16	16	1632	100	ā
C & O let pref.	2710	27%	2734	27%	274	2812	300	ı
C & O 2dpref		18	18	18	18	184	100	ı
Chic & Aiton		134	13334	1354	133	184	45	ı
Chie & Alton	124 %	1244	12414	124%	12110	124 %	3,600	
C & N W	117.00	1970	971	197 %	B	19774	11,250	ł
CMastr	177.79		1514	373 10	351	35%		ı
CStrM &O	26574	35 kg	127.54		350.72	10000	200	Ł
C B & Q	124 %	124%	124%	124%	124%	1124.5	1,000	ł
CRI& Pac	121	121	1204_{4}	12014	120%	121	325	ı
DL& W		117%	117	11714	1177	1174	17,200	ı
D & H Canal	105%	105%	105 %	105%	105	105%	125	ı
Den & Rio G		23	22740	17115	223	23	1.000	ı
	7.4%	14 %	14 %	14.14	14	14.14	200	ı
ET Vad Gapf		100%	9117	100%	100	100%	3,825	
Lake Shore	60%	6374	600	60	69	69-2	315	н
Long Island		41114	48%	48%	48%	49%		ı
Louisv & Nush	411	257.74		414	41	42	13,000	ł
Mem & Char	4212	42%	415			1103	4.00	ı
Michigan Cen	288	100 1/2	90	90%	8176	19(17)2	500	ı
M & 8t L	10	19	19.	19	19	20	200	ı
M K & T	23/3/	2334	2334	23%	2314	23%	1,000	ı
Mo Pacific	2015 44	26%	11672	116%	20174	19674	1.670	ı
N Y Central	11614	116%	116%	116°	116%	11004	3,412	
NYCASIL	574	9%	934	934	5114	10	100	ı
N T C C C C C L	29%	29%	29	29	29	29 %	2,700	ı
NYLE&W	34	29 %	28	20%	29%	200		ı
NY&NE		211.76		20.1%	200	2014	1,000	ı
NYOAW	20%	20%	203	200,000			125	ı
Nor & W pref	44%	44%	44%	414	44 %	4.0 %	100	ı
Northern Pac	997	29 %	294m	20%	2014	2034	1,000	ı
Do pref	64.14	64 %	64	64 %	61%	64.4	1,339	
Oregon Imp	70	70	70	70	70	70	100	ı
Obio Central	2574	2174	374	374	374	4	200	ı
Orngon Irana.	48%	49	48%	48%	2.44	487	4.412	
Phil & Read	52%	525w	525	52%	54	0214	23	ł
P P Car Co	1272	1225	1223	122%	122	1::3	234	ı
	8234	3314	11124	325	3214	31274	1,220	
B & W P	16%	16%	1614	3.634	2614	1619	900	ı
Boch & Pitta			20	20%	204	40.7	200	
RWAOF	20	20%	20	103.4	974	06%		
StPM&M	981	Distric	9754	200.72	20,000	180.70	4,200	
Teras & Pac	221	일기 등	2136	2018	22	22.70	1,750	ı
Union Pac	87	87 12	8694	87 %	87.9	8774	12,055	ı
Wabush	42	22	2112	21.4	21.52	22	325	ı
Wabash pref	33 m	27.6	33%	8374	335 4	537g	1,700	ł
Am'T & Cable	63	63	63	63	62	63	200	ı
Bank & Mer.	139	13034	139	13934	139	130 %	260	ı
	18	18	18	18	1742	18 (100	ı
M U Telegraph	79%	704	787	79	787	79	5,375	ı
W U Telegraph	2000	130%		130%		133	9	ı
Adams Express			92	92	92	194	- 5	ı
Am Express	92	92		39	58	60	50	ı
US Express	59	59	59					ı
Pacific Mail	4.0	40 m	40	40	40	40 9	800	ı
Cul Coal	1.5	15	1.0	10	154	16	100	ı
Marriand Coal	10%	10%	10%	10%	10	11	100	ı

Total sales of the day 1115 seller 80 days.

GOVERNMENTS. 1225 US 4s Compon 1907 20,006 1228 10,006 25,000

Mineral Pt div 4,000. 924 22,000 Wis 4 Min div 5,000. 98 81,6 10,000 Mil L sh'e & W 1st 10,000 5,000. 99 18, 5,000

CLOSING PRICES OF BOSTON STOCKS. Boston, Wednesday, Nov. 28, 1883.

The transactions for the day, how ever, amounted to 116,312 shares, of which Union Pacific furnished 12,700 shares, Louisville and Nashville 13,000 shares, Canadian Pacific 12,000 shares, St. Paul 10,200 shares, and Delaware, Lackawanna and Western 17,200 shares; total for five stocks, 64,900 shares. Prices generally fluctuated within ranges of small fractions, but Canadian Pacific was specially weak and declined from 5812 to 5612@57, and Union Pacific was specially strong and rose from early sales at 87@ 8634 to 8712, and closed at 871s. The market closed

dull and irregular. Government bonds were strong, but there was little business done except in the 4s, the bids for which were advanced 4 per cent. Annexed are the closing quotations:

U. S. 4½, 1891, reg. 1137, 114 U. S. cur 6s, 1898, 1897, 1844 U. S. 4, 1891, coa., 1147, 115½, U. S. cur 6s, 1898, 1897, 1844 U. S. 4, 1897, reg., 12274, 12276, U. S. cur 6s, 1899, 1864 U. S. 4, 1897, coa., 19234, 12276, U. S. cur 6s, 1899, 13674 U. S. 3, per cents., 1809 U. S. cur 6s, 1895, 13074 U. S. cur 6s, 1895, 13074

Only a small business was done in State bonds. Connecticut 6s sold at 10212; Missouri 6s, 1887, at 10812; and Virginia 6s, deferred, were firm at 103s

Connecticut 6s sold at 102½; Missouri 6s, 1887, at 108½; and Virginia 6s, deferred, were firm at 10½ @10¾. City bank stocks were more than usually active, and included sales of Hanover at 155, Republic at 12½. Fourth National at 13½, and German American at 101.

The market for railroad bonds was called dull by the brokers who make it a specialty, and it developed no special feature; but the prices generally were a little harder. Erie second consols were up ¼ at 96¼, and the first consol 7s were ½ higher at 12½. Iron Mountain new 5s were off to 73¼. Metropolitan first 6s were ¼ higher at 103. Central and Hudson consol 7s sold freely at 131½, and the debenture 5s at 103¾ @10¾2. West Shore and Buffalo first 5s recovered to 7¼ 2@7¼3. Northwestern debenture 5s were up ¼, at 93½ and sinking fund 5s at 103¼, and Chicago, Burlington and Quincy debenture 5s were up ¼, at 93. East Tennessee, Virginia and Georgia consol 5s were firm at 75 and the incomes at 32¼. Manitoba consols were steady at about 101½. Northern Pacific firsts were casier at 105½. New-Orleans and Pacific firsts declined ¾ to 885%, and Fort Worth and Denver firsts sold down from 72¾ to 71%72. Oregon and Transcontinental firsts were off from 86 to 85%85½.

The Sub-Treasnry to-day gained on balance \$15,784, made up by a currency gain of \$141,612, less a coin loss of \$125,828; but the coin balance was increased \$1,000,000 by an issue to its cash of that amount of gold certificates. The day's operations covered: Receipts (including an issue of \$1,000,000 gold certificates, \$2,319,513; payments, \$1,303,720; currency balance, \$6,032,536; coin balance, \$16,654,348.

The money market at the Stock Exchange to-day was so abundantly supplied with loanable funds that the highest rate paid for call loans was 2, and

balance, \$116,654,348.

The money market at the Stock Exchance to-day was so abundantly supplied with loanable funds that the highest rate paid for call loans was 2, and from that down to 1½ per cert.

The Clearing-Tionse statement to-day was as follows: Exchanges, \$103,605,085; balances, \$4,977,230.

lows: Exchanges, \$103,605,085; balances, \$4.977,230.

The United States Treasury at Washington today received \$346,000 National bank notes for redemption. The customs receipts were \$708,392; and the internal revenue receipts \$240,888.

The business in the foreign exchanges is small; there is neither an urgent demand nor a pressure to sell bills, and quotations for business remain steady as follows: Bankers' bills, \$4 824, and \$4.85 for long and short sterling respectively; 5.223s, and 5.195s for francs; 945s and 954 for reichmarks; 305s and 404s for guilders.

In the London market British consols opened 1.16a 4s easier, but later recovered and closed at 101 13.16 for both money and account—an advance of 4s per cent. United States bonds were 4s higher, at 1264s for the 4s, and 117 1.16 for the 42s. American radways were irregular, but the changes, except in Canadian Pacific (which was off 14 per cent), hardly exceeded 4 per cent. At Paris, French 3 per cents declined from 77.20 to 76.95 francs.

The following securities to-day were sold: \$2.300 New York City (city park improvement) 6 per cent

22,300 New-York City (city park improvement) 6 per cents requestered stock due July I, 1884
\$10,000 New-York City (Central Park fund) 6 per cents 10,000 New-York City (Central Park fund) 6 per cents 10,000 New-York City (Central Park fund) 6 per cents 10,000 New-York City (Central Park fund) 6 per cents 10,000 New-York City I, 1887
\$1,000 United States 4 per cent registered bendand due 1997
\$1,100 New-York City (city park fund) 6 per cents 1997
\$1,000 New-York City (city park fund) 6 per cents 1997
\$1,000 New-York City (city park fund) 6 per cents 1997
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\$1,000 New-York City (city park improvement) 6 per cents 1998
\$1,000 New-York City (city park improvement) 6 per cents 1998 Department Produce Route

200 shapes Kennan City, Fort Scott and Guis Railroad.

200 shapes Kennan City, Fort Scott and Guis Railroad.

10 channey contract o relibeates of proferred Stock. 1189,

50 shares Strillar Fitz Insurance Company. 58,

50 shares Sun Mutual Insurance Company. 59,

58 shares Emmire City Fire Insurance or upmay. 70,

519,510 Workester Hailroad Company of Maryland and Virginia Fitz Instrument professionals, due 191,

513,600 Green Ray, Winoma and St. Faull Railroad Company,

resent instrumer registered income bonds, due 191, 144,

54 in of Green Ray, Winoma and St. Faull Railroad Company. scrip. 200 shares Green Ray, Winona and St. PaulRaile 200 shares Green Bay, Wilcom and St. Paul Bailroad Company common.

865 81 Fort Wayne, Muncle and Cincinnati Bailroad Company become bond.

5,000 shares Julian Gold Mining Company. \$13 per let.

5,000 shares Heavenworth, Lawrence and Galveston Bailroad.

Company.

850 shares Missouri River, Fort Scott and Gulf Railroad.

Company.

855 per let.

50 shares Detroit and Eay City Railroad Company. \$5 per let.

50 shares Detroit and Eay City Railroad Company. \$5 per let.

200 shares Wood Dattilling Company. \$1 per let.

140 shares Pennsylvania Coal Company.

\$13 per let.

181 shares Pennsylvania Coal Company.

182 shares American Exchange Saffonal Bank. 185 per let.

193 shares Mechanics National Bank. 185 per let.

200 shares Equitable Trust Company.

12 shares Keptinable Trust Company.

12 shares Kaptinable Trust Company.

13 shares Equitable Trust Company.

14 shares Reputable Trust Company.

15 shares Kaptinable Trust Company.

15 shares Kaptinable Trust Company.

16 shares Company.

18 shares Keptinable Trust Company.

18 shares Keptinable Trust Company.

18 shares Kaptinable Trust Company.

19 shares Kaptinable Trust Company.

19 shares Kaptinable Trust Company.

10 shares Reputable Reputable Reputable Company.

10 shares Reputable Reputable Reputable Reputable Company.

10 shares Reputable Repu ### EONDS AND BANK STOCKS.

Bank of Republic Mil & St Paul lat St P Min & M 1st 2700 122 Fourth Nation 182 4000 224 22,000 1015 10 112 Germ Am'n Bank 60 ... 101 5,000 93 18,000 1016 St. 100 States 140 St common. 0 shares Chelumsti, Washington and Baltimore Rail company, preferred. 1,000 Oblo Southern Railroad Company first mer; gage 178 states Borne, Watertown and Viguence 22.
Company first merigage 6 per cent bonds, and 110 shares Staten
pany first merigage 6 per cent bonds, and 110 shares Staten
Island, North and south Shore Relifered Company. 10 to 15
100 shares Brooklyn Trans Company 200 per 10
20 shares Sixth Avenue Ralivod Company 62
20 shares Sixth Avenue Ralivod Company, of Nevada, second
anortgage bonds.
4,000 shares Princess Mill and Mining Company of Nevada.

vada 25 shares St. Lawrence Manufacturing Company EUROPEAN FINANCIAL MARKETS LONDON, Nov. 28.—4 p. m.—Consols, 101 13-16 for both money and the account. Reading, 27; Mexican Ordinary, 79; Camadian Pacific, 594a, Atlantic and Great Western first mortzago trustoral certificates, 52; Eric, 505; etc. second consols, 57; Illinois Central, 1374; Fernanyivania, 60%. Paris advices quote 3 per cent rentes at 76 francs 75 cen-times for the account.

MINES AND MINING.

SALES AT THE MI					
Names.	Open	High est.			SOLO. N. Y. Ex.
Aluce Anne Beile Irde Central Artzona Chrysolte Con. Varginia Chrysolte Con. Varginia Chrysolte Con. Varginia Chrysolte Con. Varginia Lastern Oregon. Enreka Con viola Stripe Green Mountain Harlen. Heenestake Horn Silver Lesdville Con. Little Chief* Little Pittsourg. Navake Northern Beile Eappahannock Bobinson Con.	33 53 140 32 04 25 10 1,05 1,05 1,05 1,05 1,05 1,05 1,05	2.50 .12 .27 .83 .33 1.40 .34 .25 .45 .40 .10 1.35 1.05 1.05 1.05 2.25 .56 .48 .27 .5 .38 .38 .38 .38 .38 .38 .38 .38 .38 .38	2.50 1.22 2.33 2.33 1.40 2.04 2.04 2.05 1.05 1.05 1.05 6.13 2.25 .06 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5	\$3.600 140 140 140 140 140 140 140 140 140 1	50 100 500 1,000 500 1,000 10,

ULUSING PRICES OF CALIFORNIA STOCKS. SAN FRANCISCO, Wednesday, Nov. 28, 1883.

The Stock Exchange will be closed to-morrow, it being thankagiving Day.

Bullion valued at \$50,000 was received in this city yesterday from the mines.

The cleanup of the Father de Smet mine for the first half of November yielded \$11,812.88.

Steamer Jetsey City (Rr), Herior, Avonmonth—Arkell & programs state of Nevada (Br), Stewart, Glasgow—Austin Belavars, Charles of New Hammonia (Ger), Schwenzen, Hamburg via Private Pr